

Bicycle and Pedestrian Initiatives in Howard County



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MARYLAND BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE

APRIL 6, 2018



Howard County
OFFICE OF TRANSPORTATION

BIKE HOWARD



The Vision of BikeHoward

“Howard County, Maryland seeks to be a bicycle-friendly County where residents and visitors, schoolchildren and seniors, men and women feel comfortable and safe bicycling on our roads and paths as a means of daily transportation and healthy recreation.”

Create a network for “all ages and abilities”



BIKEHOWARD

express



3 year implementation plan

\$8 million over 3 years

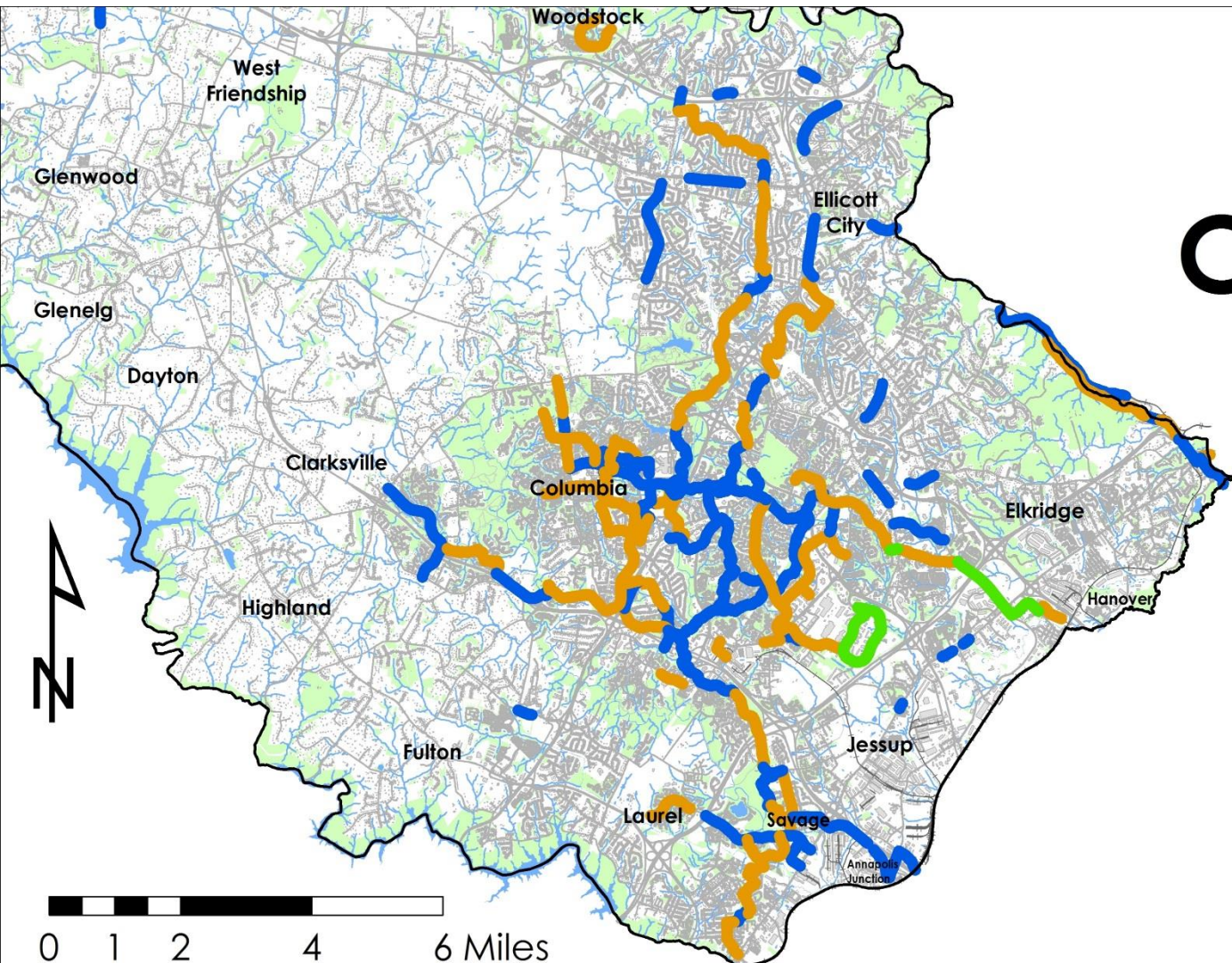
Provides a 48 mile connected network

- 14 miles of bike lanes
- 20 miles of shared use pathway
- 14 miles of shared roadway improvements (sharrows, signage, or wayfinding)



BIKEHOWARD

express

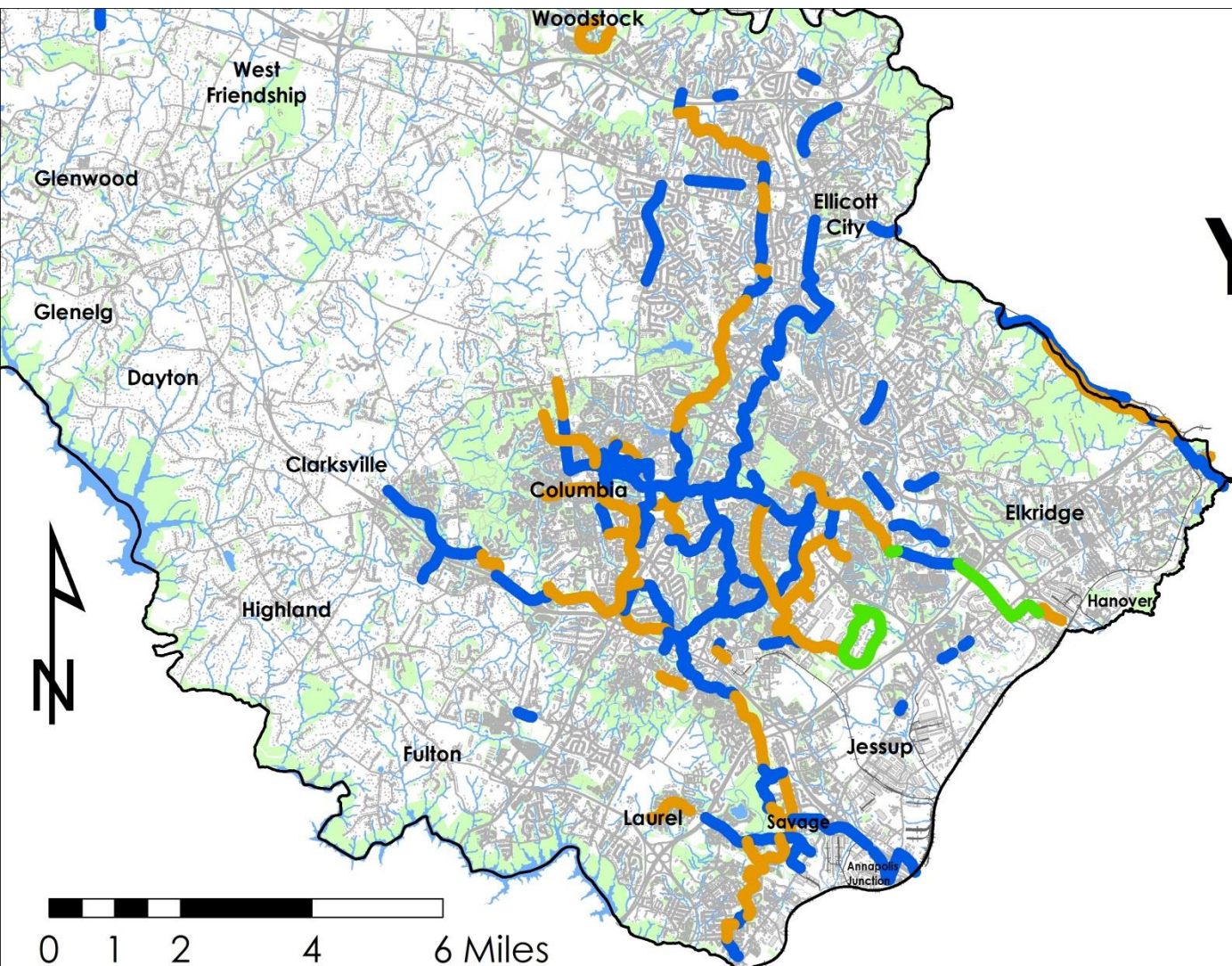


Current

- FUTURE
- COMPLETE
- NON-COUNTY
(STATE OR CA)

BIKEHOWARD

express

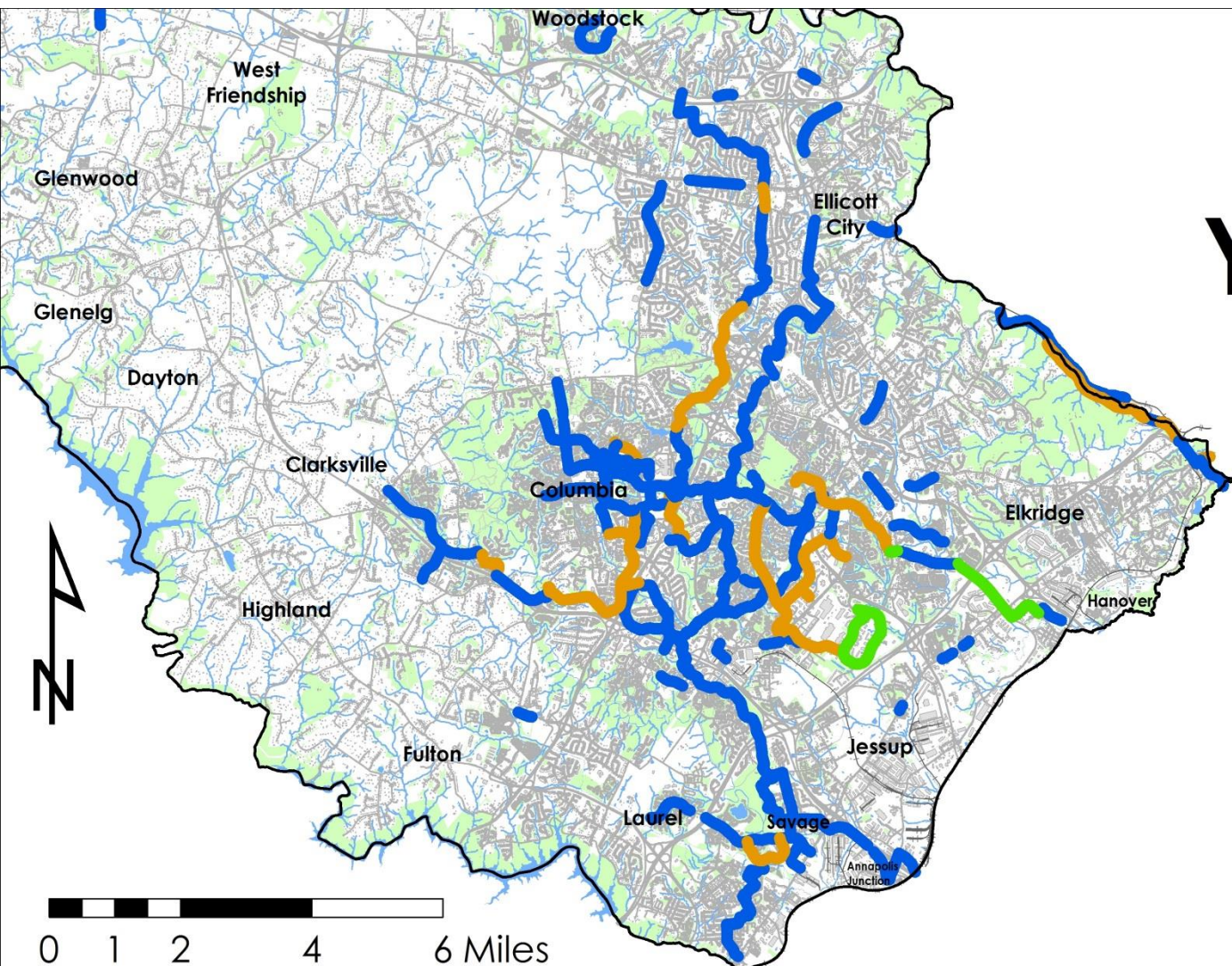


Year 1

- FUTURE
- COMPLETE
- NON-COUNTY
(STATE OR CA)

BIKEHOWARD

express

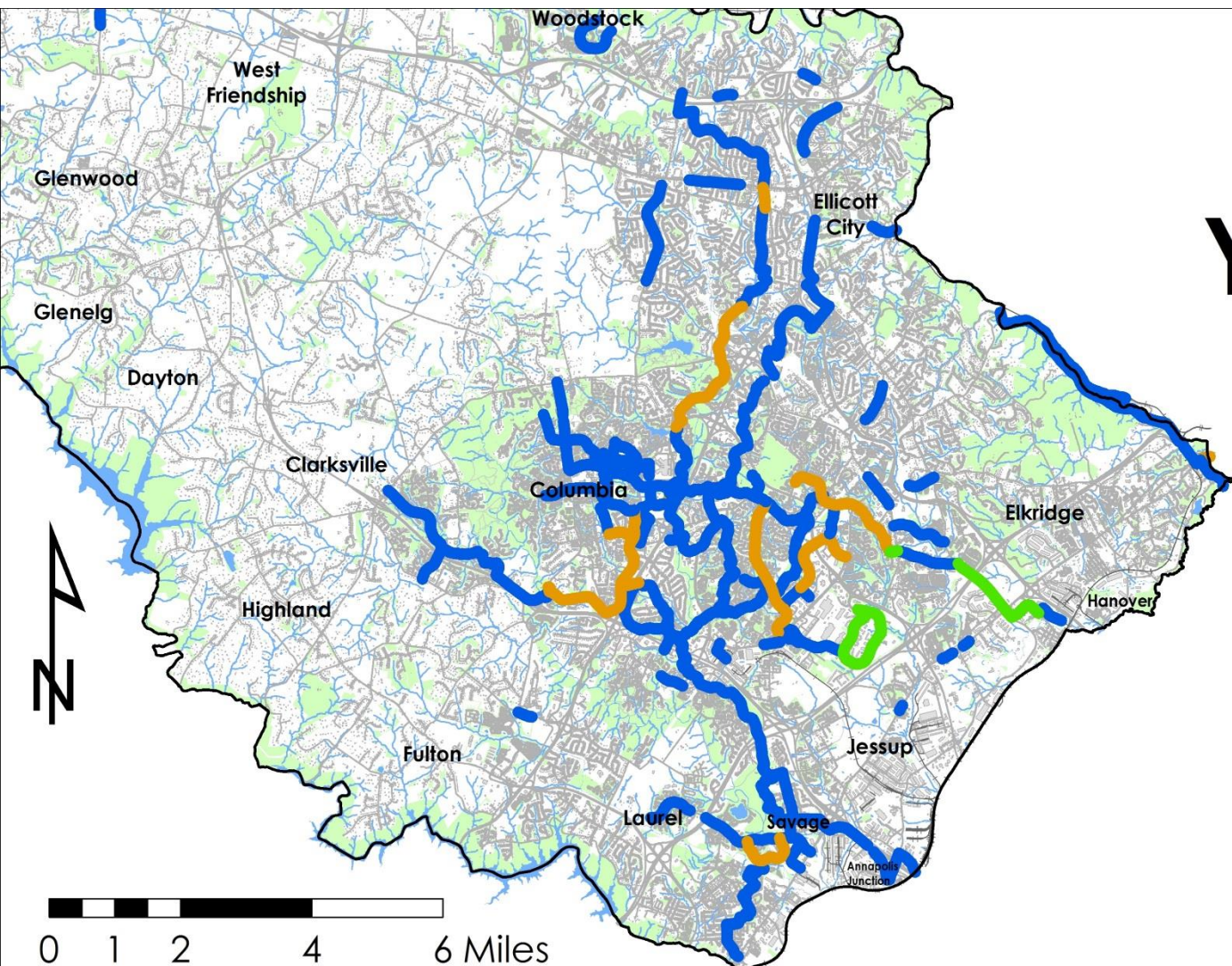


Year 2

- FUTURE
- COMPLETE
- NON-COUNTY
(STATE OR CA)

BIKEHOWARD

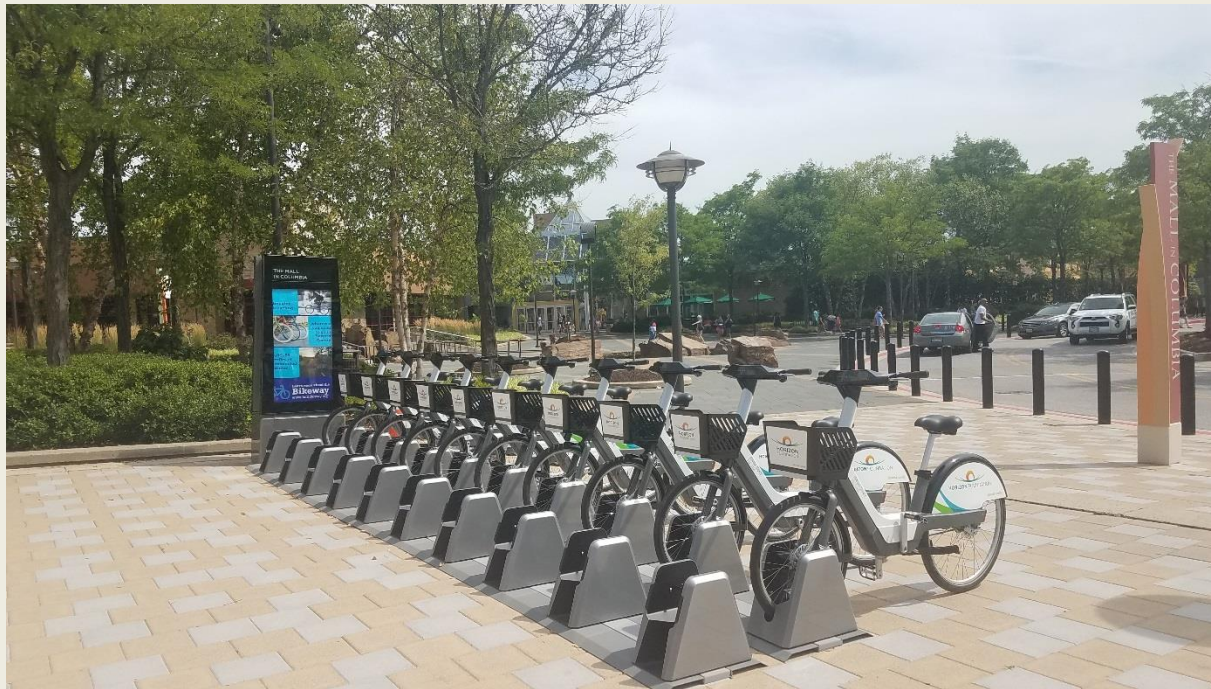
express



Year 3

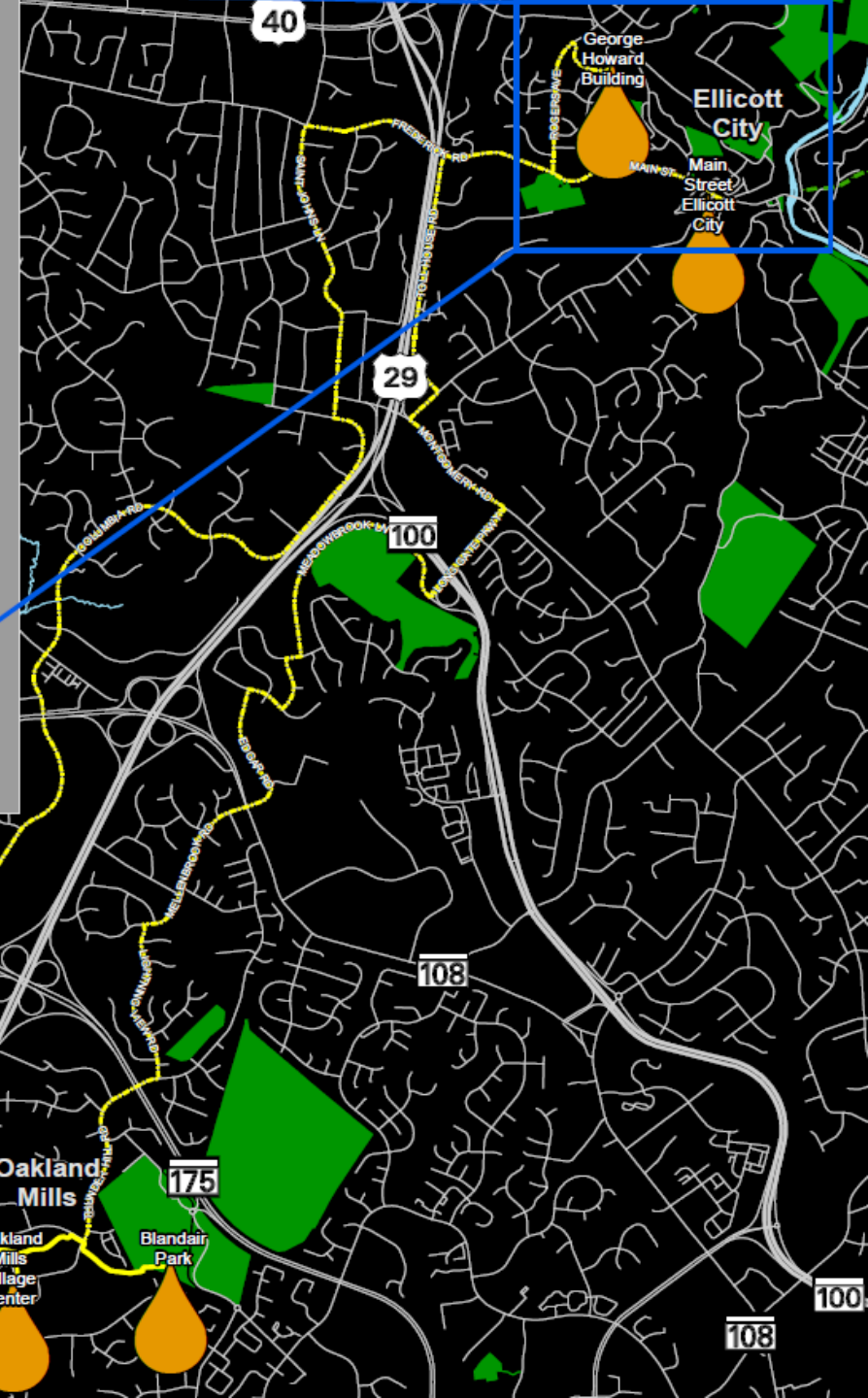
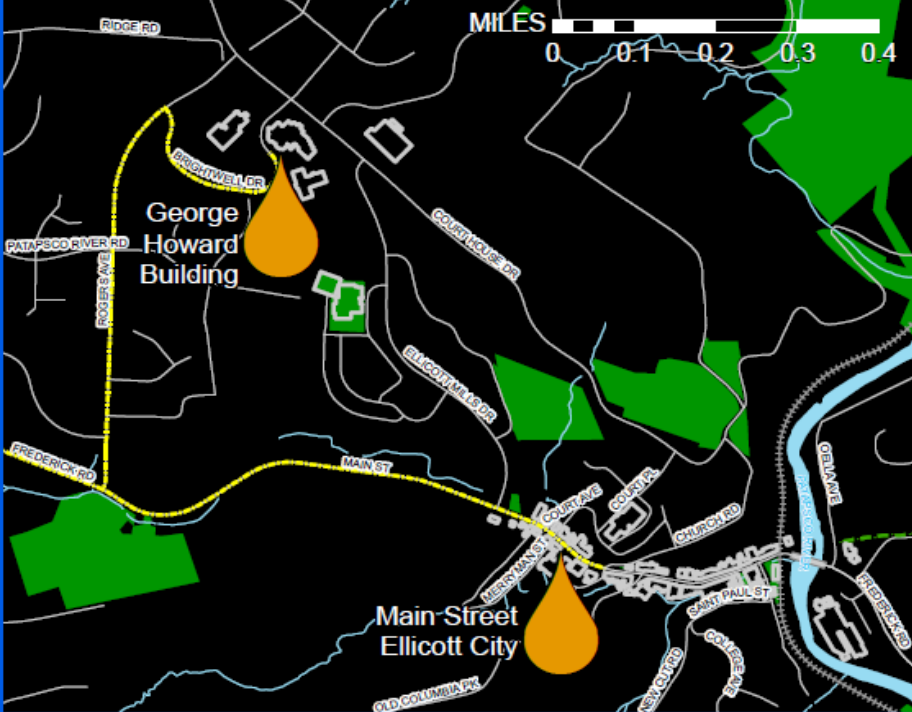
- FUTURE
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Howard County Bikeshare

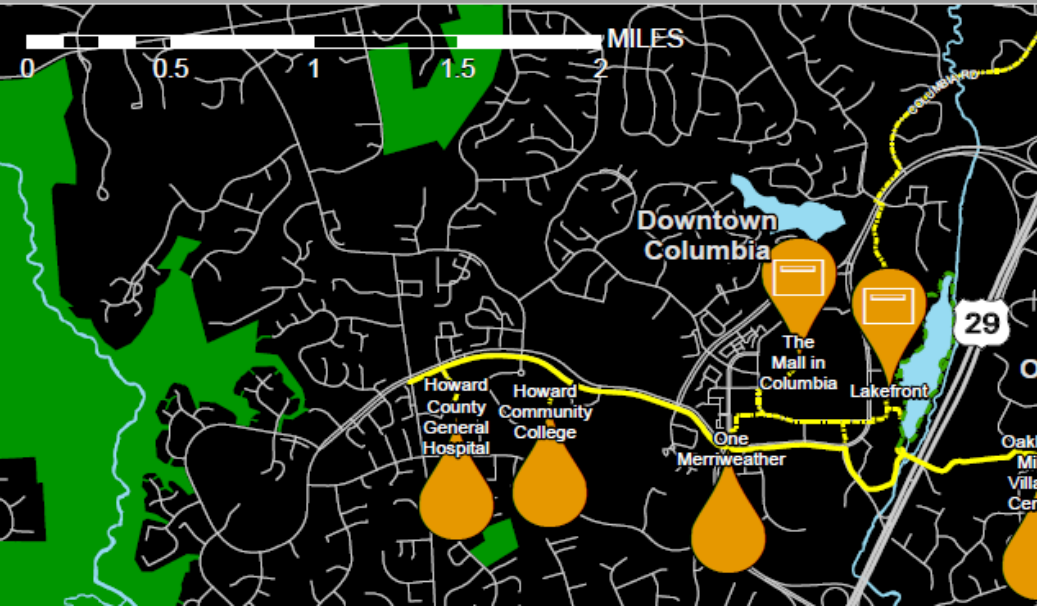


HOWARD COUNTY BIKESHARE
POWERED BY THE **HORIZON** FOUNDATION






 DOWNLOAD THE "HOWARD COUNTY BIKESHARE APP TO UNLOCK A BIKE
 For a full detailed map, download the Howard County Bikeshare app
 or visit www.howardcountybikeshare.com



WALK HOWARD

— moving forward —



WalkHoward Field Assessment

343 Miles of Roadway

Sidewalks:

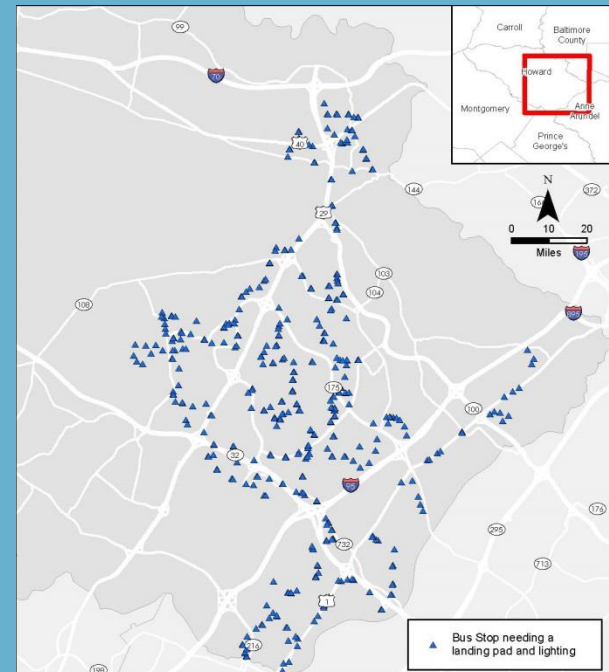
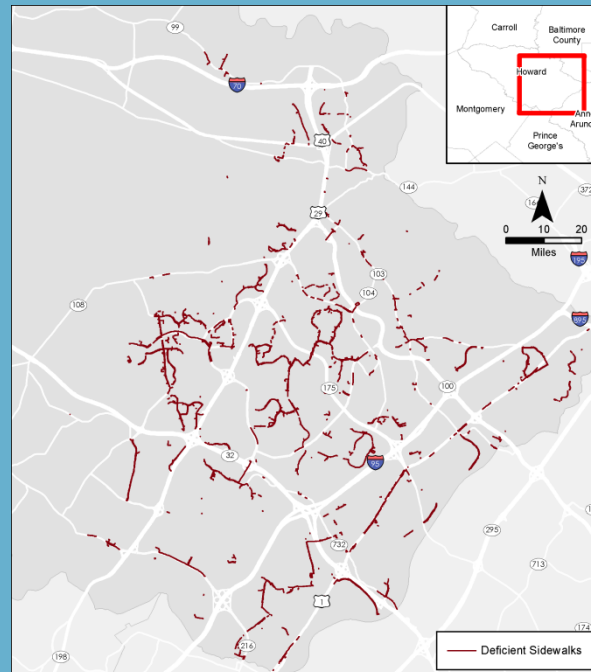
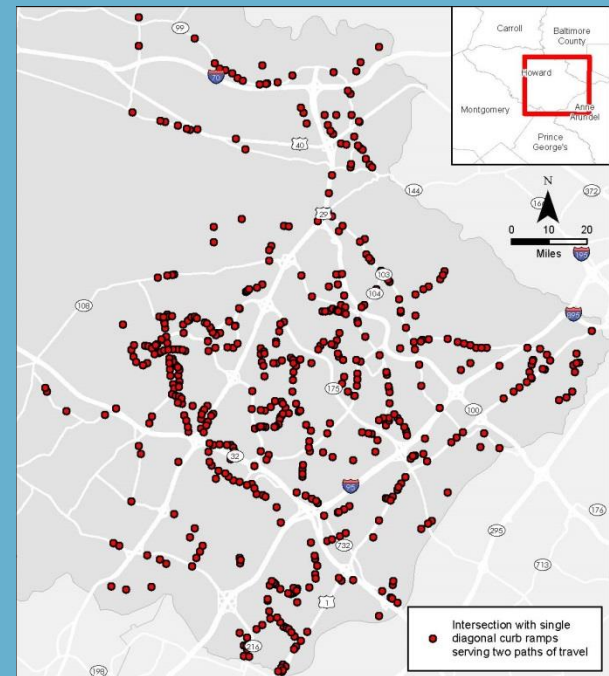
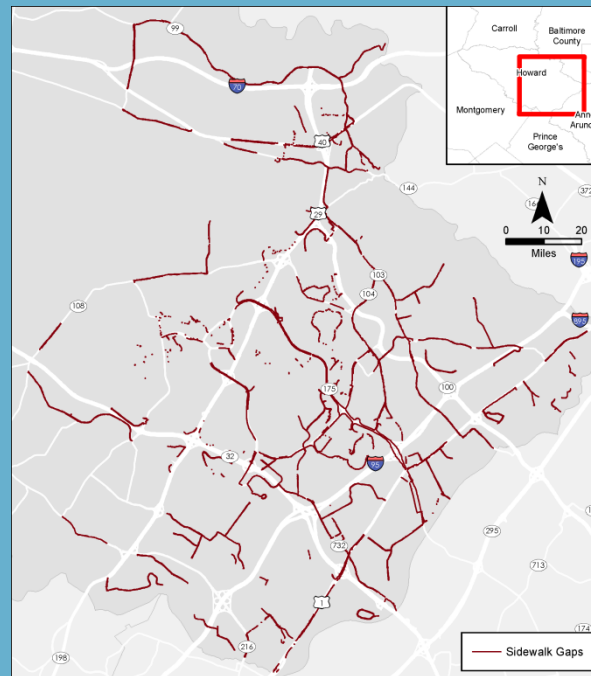
- 32% less than 4 feet wide
- 60% cross slope more than 2%
- 6% surfaces need repair
- 8% major obstructions
- 212 miles with no sidewalks

915 Intersections

- 20% had no curb ramps
- 25% had noncompliant ramps
- 57% pedestrian signal
- 23% pedestrian lighting

494 Bus Stops

- 78% need landing pad
- 51% need pedestrian lighting
- 33% need new sign
- 22% need curb ramp

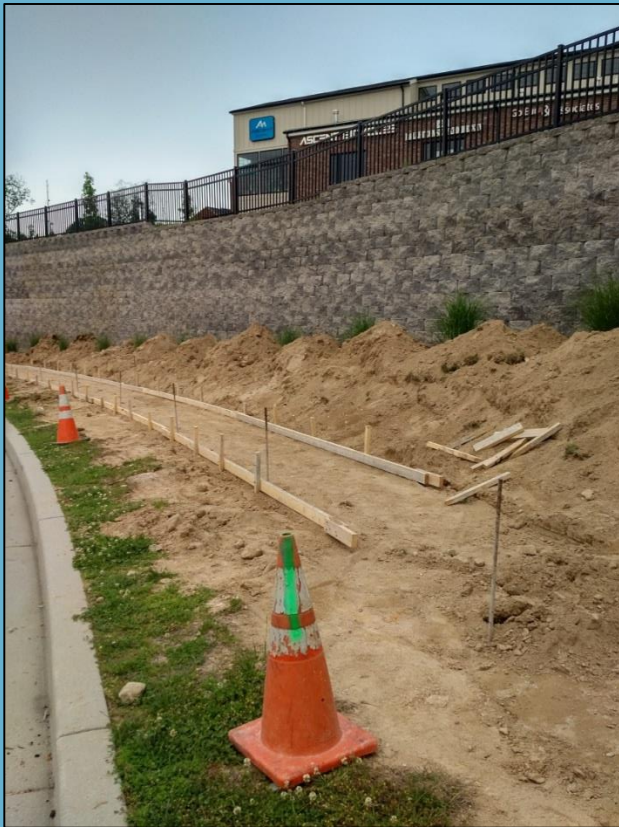


WalkHoward Infrastructure Recommendations

Sidewalks

New sidewalk: 212 linear miles, 1,044 locations

Sidewalk Repair: 31.8 linear miles, 492 locations



Bus Stops

Add ADA Element (e.g. landing pad): 421 locations

Add Safety Element (e.g. lighting): 90 locations



Intersections

Curb Ramps: 512 build new or upgrade

Crosswalks: 67 repair or replace

Shorten Crossing Distance:

53 pedestrian refuges or curb extensions



Complete Streets in Howard County



“Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work.” – National Complete Streets Coalition.



Complete Streets Tasks



Complete Streets Statement of Intent

“To ensure that Howard County is a place for individuals of all backgrounds to live and travel freely, safely, and comfortably, public and private roadways in Howard County shall be safe and convenient for residents of all ages and abilities who travel by foot, bicycle, public transportation or automobile, ensuring sustainable communities Countywide.”

- Allan Kittleman, Howard County Executive

Tasks for Complete Streets Team

- (1) draft a comprehensive Complete Streets Policy consistent with best practices;*
- (2) develop a Complete Streets Design Manual (the “Design Manual”) that implements the Complete Streets Policy and incorporates necessary elements from the current Howard County Design Manual, Volume III, Roads and Bridges.*

US 1 Safety Evaluation



US 1 in Howard County Quick Facts



Corridor Length: 10.9 Miles from Elkridge to North Laurel

Sidewalks: 6.4 Miles of Sidewalk

- ▶ 0.9 miles of roadway with sidewalk on both sides
- ▶ 4.6 miles of roadway with sidewalk on one side
- ▶ 6.0 miles of roadway with no sidewalks

Crosswalks: 8 Marked Crosswalks across US 1

Bus Stops: 31 RTA, 14 MTA, 2 shared RTA/MTA

- ▶ 11 RTA stops and 10 MTA stops have no sidewalk access
- ▶ 24 RTA stops, 8 MTA stops, and both shared stops are more than 500 feet from a crosswalk across US 1

Bike Lanes: 0.4 miles

Posted Speed Limits: 35 MPH to 50 MPH

Busiest Segment for Motor Vehicles:

Whiskey Bottom Road to MD 32 (41,200 veh/day)

Least Busy Segment for Motor Vehicles:

Old Washington Road to the Patapsco River (23,840 veh/day)

2016 Crash History: 257 total crashes

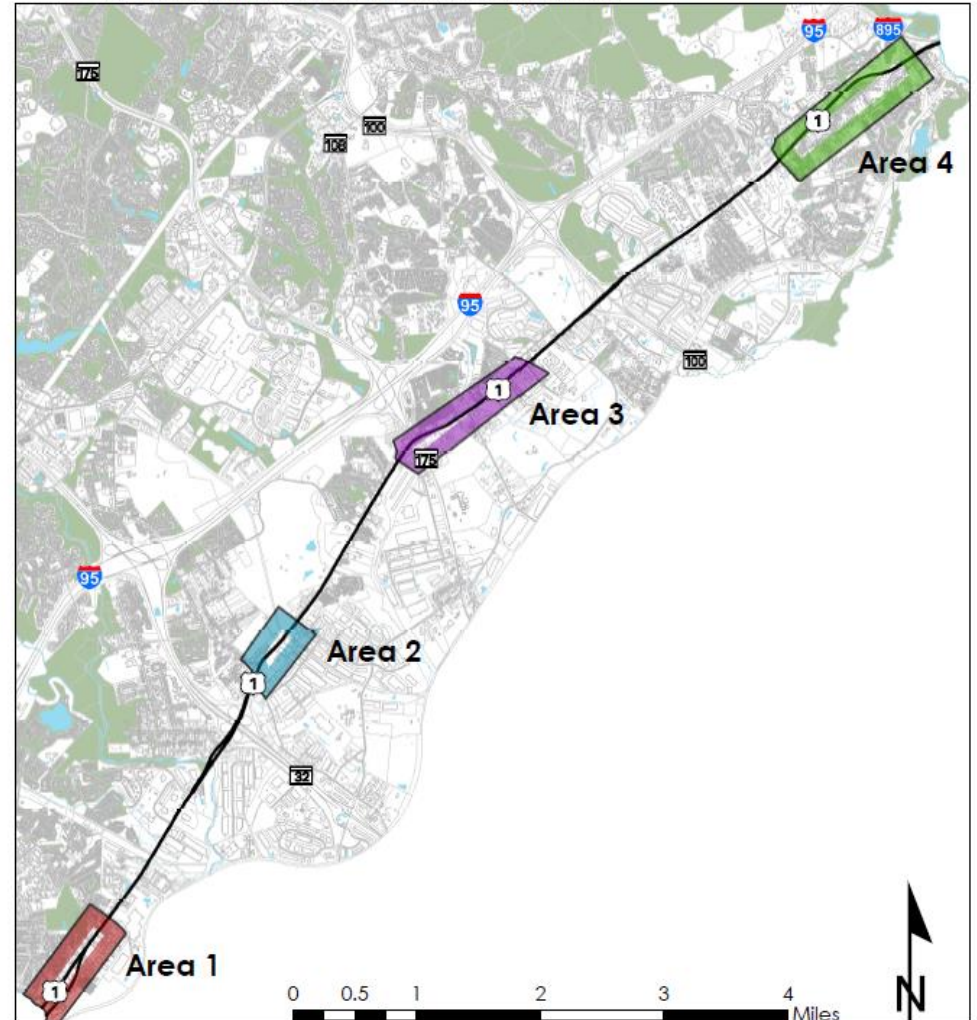
- ▶ 161 Property Damage Crashes
- ▶ 92 Injury Crashes (3 pedestrian crashes, 1 bike crash)
- ▶ 4 Fatal Crashes (4 pedestrian crashes with 5 fatalities)

US 1 Safety Evaluation

-Focus Areas

US 1 Safety Evaluation Focus Areas

- Focus Area 1: City of Laurel/Howard County Line to Whiskey Bottom Rd
 - Focus Area 2: Guilford Rd to Patuxent Range Rd
 - Focus Area 3: Crestmount Rd/Assateague Dr to Cemetery Ln
 - Focus Area 4: Greenfield Rd to Levering Ave
- US 1 (Washington Boulevard/North Second Street)



US 1 Safety Evaluation

- Draft Recommendations

Issue	Toolbox	Area 1	Area 2	Area 3	Area 4
<i>High vehicle speed incongruent with pedestrian activity</i>	Implement a consistent speed limit		X	X	X
	Institute a road diet (i.e. repurpose minimally utilized travel lanes for pedestrians and bicyclists)	X			
<i>Inadequate visibility</i>	Install additional roadway lighting	X			X
	Align/connect opposing bus stops with an active/controlled pedestrian crossing	X		X	X
<i>Lack of pedestrian crossings</i>	Install new signal with pedestrian facilities	X		X	
	Update/retrofit signalized intersection for pedestrian facilities		X	X	X
	Install active/controlled pedestrian crossings (midblock)	X			X
	Install refuge islands in medians	X			X
<i>Lack of sidewalks or bike facilities and a connected non-motorized network</i>	Ensure sidewalk connection to bus stops	X		X	X
	Install a shared use path		X	X	
	Install on-road bike facilities	X			
	Prioritize sidewalk completion in areas with observed pedestrian activity and in commercial areas (i.e. new construction)	X	X	X	X
	Install new ped-bike connections parallel to US 1 (i.e. where an on-road or adjacent facility is not feasible due to geometric or environmental constraints)			X	

OPEN STREETS

HOWARD COUNTY

SATURDAY MAY 5, 2018, 1 TO 4 P.M.

• TAMAR DR, COLUMBIA MD •

Route taken from the proposed Bikeway



Get Fit Getting There

Nearly half of adults in the United States fail to meet the recommended amount of physical activity. But people living in areas with safe, comfortable, healthy transportation options — like bike lanes and sidewalks — are far more likely to meet those guidelines. Reimagining our roads as “complete streets” that accommodate pedestrians, bicyclists, transit riders and drivers will help us more easily integrate walking and biking into our daily lives.

About Open Streets

Open Streets Howard County is an initiative of the Horizon Foundation that seeks to promote a more bikeable and walkable community where everyone can safely and easily travel by bike or on foot. Many residents, leaders, businesses and organizations have supported these efforts and believe they will improve health, the environment, the local economy and transportation equity.

Benefits of Biking & Walking



The numerous benefits of walking and bicycling include helping to prevent chronic conditions like Type 2 diabetes, heart disease and high blood pressure, according to the U.S. Department of Health and Human Services.



Increasing biking transportation options helps people that don't own cars, and those that want to age in place and reduce car usage.



According to a NASA analysis, motor vehicles are the greatest contributor to atmospheric warming.

Horizon Open Streets Event



Resources



BikeHoward: www.BikeHoward.com

Howard County Bikeshare: www.howardcountybikeshare.com

WalkHoward: www.WalkHoward.com

Howard County Complete Streets:
[www.howardcountymd.gov/Departments/County-Administration/Transportation/Complete Streets](http://www.howardcountymd.gov/Departments/County-Administration/Transportation/CompleteStreets)

US 1 Safety Evaluation: www.howardcountymd.gov/US1Safety

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